

U. S. Dept y army
WAR DEPARTMENT

CATECHISM

ON
TRANSPORTATION RULES

(TM 55-265)



FOR USE OF EXAMINING OFFICERS ONLY
OF THE
MILITARY RAILWAY SERVICE

MRS FORM 250

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TM 55-265

1950



WAR DEPARTMENT CATECHISM ON TRANSPORTATION RULES

- GN 1. Q. What is the mission of the Military Railway Service?
- A. To provide prompt and dependable transportation by rail of troops and supplies required by the military forces in the execution of the tactical mission assigned to the combat forces.
- GN 2. Q. Are all personnel in the Military Railway Service required to exert every effort to insure the prompt movement of all trains at all times?
- A. Yes.
- A 3. Q. Have you a copy of TM 55-265 Transportation Rules?
- A. Yes.
- A 4. Q. Who must have a copy of the current timetable with them while on duty?
- A. All personnel whose duties are in any way affected by the time-table.
- B 5. Q. What is required of personnel with respect to rules and special instructions?
- A. All personnel must be conversant with and obey the rules and special instructions.
- B 6. Q. If in doubt as to their meaning, what must they do?
- A. They will apply to the proper authority for explanation.
- C 7. Q. Must personnel pass the required examinations?
- A. Yes.
- D 8. Q. Are personnel employed in any service on trains subject to the rules and special instructions?
- A. Yes.

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- E 9. Q. Must personnel render every assistance in their power to carry out the rules and special instructions?
A. Yes.
- E 10. Q. Must violation of the rules and special instructions be reported to the proper officer?
A. Yes.
- F 11. Q. When, how, and to whom must accidents, failure in supply of water or fuel, defects in the track, bridges, signals or any unusual conditions which may affect the movement of trains be reported?
A. Promptly by wire to the proper authority.
- G 12. Q. Is the use of intoxicants or narcotics prohibited while on duty?
A. Yes.
- G 13. Q. What action will be taken against personnel reporting for duty under the influence of intoxicants or narcotics?
A. They will be subject to disciplinary action.
- H 14. Q. What is the rule in regard to smoking on duty by personnel?
A. Division Superintendents will issue orders relative to smoking by personnel on duty at passenger stations and on passenger trains.
- J 15. Q. What identification badges will be worn by personnel in this service?
A. Such identification badges as may be prescribed for the Military Railway Service.
- L 16. Q. By whom will military property and equipment be protected?
A. By personnel of the Military Railway Service and such other troops as may be designated.
- M 17. Q. (a) Will personnel be on the alert at all times to detect defective or unserviceable track or equipment?
A. Yes.
Q. (b) If necessary what action would you take under (a)?
A. If facilities for making repairs are not immediately available, prompt report will be made to the Division Superintendent or his assistant.

- M 18. Q. Must personnel inform themselves as to the location of structures or obstructions where clearances are close?
A. Yes.
- M 19. Q. Must trains be expected to run at any time, on any track, and in either direction?
A. Yes.
- M 20. Q. Is it prohibited to stand on the track in front of an approaching engine or car for the purpose of boarding the same?
A. Yes.
- Def 21. Q. What is a military railway?
A. A railway line in the theater of operations used for the movement of military railway traffic.
- Def 22. Q. What is a regulating station?
A. A railway yard in the theater of operations through which military railway traffic moves under the control of a regulating officer.
- Def 23. Q. What is a railhead?
A. A point on or at the forward end of a military railway at which troops and supplies are discharged for distribution by means of other transportation agencies.
- Def 24. Q. What is a theater of war?
A. Those areas of land, sea, and air which are, or may become, directly involved in the conduct of war.
- Def 25. Q. What is a theater of operations?
A. An area of the theater of war necessary for military operations and the administration and supply incident to military operations. The War Department designates one or more theaters of operations.
- Def 26. Q. What is a combat zone?
A. That part of a theater of operations required for the active operations of the combatant forces. It is divided into army, corps, and division areas, each comprising the zone of operations of the unit to which it pertains.
- Def 27. Q. What is a communications zone?
A. That part of a theater of operations, contiguous to the combat zone, which contains the

lines of communication, establishments for supply and evacuation, and other agencies required for the immediate support and the maintenance of the field forces in the theater of operations.

- Def 28. Q. What is the zone of the interior?
A. The area of the national territory exclusive of the areas included in the theater of operations.
- Def 29. Q. What is an engine?
A. A unit propelled by any form of energy and used in train or yard service.
- Def 30. Q. What is a train?
A. An engine or more than one engine coupled with or without cars displaying markers.
- Def 31. Q. What is a regular train?
A. A train authorized by a time-table schedule.
- Def 32. Q. What is a section?
A. One of two or more trains running on the same schedule displaying signals or for which signals are displayed.
- Def 33. Q. What is an extra train?
A. A train not authorized by a time-table schedule.
- Def 34. Q. How may extra trains be designated?
A. Extra—for any extra train except passenger extra or work extra;
Passenger extra—for passenger train extra;
Work extra—for work train extra.
- Def 35. Q. What is a superior train?
A. A train having precedence over another train.
- Def 36. Q. What is a train of superior right?
A. A train given precedence by train order.
- Def 37. Q. What is a train of superior class?
A. A train given precedence by time-table.
- Def 38. Q. What is a train of superior direction?
A. A train given precedence in the direction specified by time-table as between opposing trains of the same class.
- Def 39. Q. What is a time-table and what does it contain?
A. The authority for the movement of regular trains subject to the rules. It contains the

classified schedules of trains with special instructions relating thereto.

- Def 40. Q. What is a schedule?
A. That part of a time-table which prescribes class, direction, number and movement for a regular train.
- Def 41. Q. What is a division?
A. That portion of a railroad assigned to the supervision of a Superintendent.
- Def 42. Q. What is a subdivision?
A. A portion of a division designated by time-table.
- Def 43. Q. What is a main track?
A. A track extending through yards and between stations, upon which trains are operated by time-table, train order, or both, or the use of which is governed by block signals.
- Def 44. Q. What is a single track?
A. A main track upon which trains are operated in both directions.
- Def 45. Q. What are two or more tracks?
A. Two or more main tracks upon any of which the current of traffic may be in either specified direction.
- Def 46. Q. What is current of traffic?
A. The movement of trains on a main track, in one direction, specified by the rules.
- Def 47. Q. What is a station?
A. A place designated on the time-table by name.
- Def 48. Q. What is a siding?
A. A track auxiliary to the main track for meeting or passing trains.
- Def 49. Q. What is a fixed signal?
A. A signal of fixed location indicating a condition affecting the movement of a train.
- Def 50. Q. Name some of the fixed signals?
A. Slow boards, stop boards, yard limit boards, switch, train order, block, interlocking, semaphore, disc, ball or other means for displaying indications that govern the movement of a train.

- Def 51. Q. What is a yard?
 A. A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movement not authorized by time-table, or by train order, may be made, subject to prescribed signals and rules, or special instructions.
- Def 52. Q. What is a yard engine?
 A. An engine assigned to yard service and working within yard limits.
- Def 53. Q. What is a pilot?
 A. Personnel assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics or rules of the railroad, or portion of the railroad, over which the train is to be moved.
- Def 54. Q. What is a train register?
 A. A book or form which may be used at designated stations for registering signals displayed, the time of arrival and departure of trains, and such other information as may be prescribed.
- Def 55. Q. What is reduced speed?
 A. Proceed prepared to stop short of train or obstruction.
- Def 56. Q. What is yard speed?
 A. A speed that will permit stopping within one-half the range of vision.
- Note 57. Q. Do you understand that rules with a prefix "S" are for a single track, those with a prefix "D" are for two or more tracks and rules without a prefix are for single and two or more tracks?
 A. Yes.
- 1 58. Q. When will standard time obtained from Headquarters MRS be transmitted to all points from designated offices?
 A. Twelve noon daily or at such other time as may be prescribed by the general manager, Military Railway Service.

- 2 59. Q. Watches issued by the Military Railway Service must be used by whom?
- A. Assistant Trainmasters, Assistant Yardmasters, Brakemen, Conductors, Enginemen, Yard Foremen, Firemen, Flagmen, Hostlers, Road Foremen of Engines, Trainmasters, Train Dispatchers, Train Order Operators, Towermen, Yardmasters, Switchmen and such other personnel as may be designated.
- 2 60. Q. How will watches be certified?
- A. A certificate in a prescribed form must be renewed and filed with the Division Superintendent monthly.
- 2 61. Q. How often must watches subject to inspection
A be presented to a designated inspector for comparison and registration?
- A. At weekly intervals and sign record thereof on form prescribed therefor.
- 3 62. Q. When must you compare your watch with a
 clock designated by the time-table as standard clock?
- A. Before commencing each day's work or trip.
- 3 63. Q. When watches are compared, what must be
 registered on a prescribed form?
- A. The time of comparison.
- 3 64. Q. If conductors, enginemen, hostlers, foremen
A of yard engines and train order operators do not have access to a standard clock, how will comparison be made?
- A. With dispatcher, conductors or enginemen who have standard time and who have registered as provided.
- 3 65. Q. In the event of failure of communication by
B telegraph, telephone or radio, with Headquarters, MRS, how will standard time be obtained?
- A. It may be obtained by courier or any source possible.
- 3 66. Q. When and with whom must trainmen, engine-
C men and yardmen also compare time?
- A. Conductors, Engine Foremen and Enginemen will also compare time with each other and

with trainmen, yardmen and firemen before commencing each day's work or trip.

- 4 67. Q. When does each time-table supersede the preceding time-table?
A. From the moment it takes effect.
- 4 68. Q. When do its schedules take effect on any division or subdivision?
A. At the leaving time at their initial stations on such division, or subdivision.
- 4 69. Q. When will a train authorized by the preceding time-table retain its train orders and assume the schedule of the corresponding number of the new time-table?
A. When a schedule of the preceding time-table corresponds in number, class, day of leaving, direction and initial and terminal stations with a schedule of the new time-table.
- 4 70. Q. From where do schedules on each division, or subdivision date?
A. The initial station on such division or subdivision.
- 4 71. Q. How many schedules of the same number and day shall be in effect on any division or subdivision?
A. Not more than one.
- 4 72. Q. Where there are subdivisions shown on the time-table, from where do schedules take their date?
A. From the initial station of the subdivision.
- 4 73. Q. What is meant by the day of leaving?
A. The day of the week that the schedule authorizes a train to leave its initial station.
- 4 74. Q. Do you understand that "a train authorized by the preceding time-table" is a train that is authorized by a schedule that is in effect at the time of change of time-table?
A. Yes.
- 5 75. Q. How many times are given for a train at any station?
A. Not more than two.
- 5 76. Q. Where one is given, what is it, unless otherwise indicated?
A. The leaving time.

- 5 77. Q. Where two are given, what are they?
A. Arriving and the leaving time.
- 5 78. Q. Where does time apply?
A. At the switch where the opposing train clears.
- 5 79. Q. Where there is no siding, where does it apply?
A. At the station.
- 5 80. Q. How are schedule meeting or passing stations indicated?
A. By figures in full-faced type.
- 5 81. Q. When both the arriving and leaving time of a train are in full-faced type, what is indicated?
A. That both are meeting or passing times or that one or more trains are to meet or pass it between those times.
- 5 82. Q. When there are one or more trains to meet or pass a train at any station, how is attention called to it?
A. By showing the numbers of trains to be met or passed in small figures adjoining.
- 6 83. Q. What do the following letters, when placed before the figures of the schedule indicate?
A. L—Leave.
A—Arrive.
s—Regular stop.
f—Flag stop to receive or discharge traffic.
- 7 84. Q. What will personnel do whose duties may require them to give signals?
A. Will provide themselves with the proper appliances and keep them in good order and ready for immediate use.
- 8 85. Q. When must flags of the prescribed color be used?
A. By day.
- 8 86. Q. When must lights of the prescribed color be used?
A. By night.
- 9 87. Q. When must day signals be displayed?
A. From sunrise to sunset.
- 9 88. Q. When must night signals be used in addition to day signals?
A. When day signals cannot be plainly seen.

- 9 89. Q. When must night signals be displayed?
A. From sunset to sunrise.
- 10 90. Q. What do the following color signals indicate:
A. *Color Indication*
(a) Red____. A—Stop.
(b) Yellow__ A—Proceed at reduced speed and
for other uses prescribed by
the rules.
(c) Green___ A—Proceed, and for other uses as
prescribed by the rules.
(d) Green & A—Flag stop. See Rule 28.
White.
(e) Blue____ A—See Rule 26.
(f) Purple__ A—Stop.
(Indication for dwarf signals.)
- 11 91. Q. What action must be taken by a train finding
a fusee burning on or near its track?
A. Stop and extinguish the fusee and then pro-
ceed at reduced speed.

- 12 92. Q. What is the indication of hand, flag and lamp signals when used in the following manner:
- 12(a) Q. Swung across the track?
A. Stop.
- 12(a) Q. If the stop signal with either hand or flag movement, is given above the shoulder, does it mean the same as if given from a lower position?
A. Yes.
- 12(b) Q. Held horizontally at arm's length?
A. Reduce speed.
- 12(c) Q. Raised and lowered vertically?
A. Proceed.
- 12(d) Q. Swung vertically in a circle at half arm's length across the track?
A. Back.
- 12(f) Q. Swung horizontally above the head, when standing?
A. Apply brakes.
- 12(g) Q. Held at arm's length above the head, when standing?
A. Release the brakes.

- 12(h) • Q. What signal is any object waved violently by anyone on or near the track?
A. Stop.

ENGINE WHISTLE SIGNALS

- 14 93. Q. What is the indication of engine whistle signals when sounded as follows:
- 14(a) Q. One short?
A. Apply brakes. Stop.
- 14(b) Q. Two long?
A. Release brakes. Proceed.
- 14(c) Q. One long, three short?
A. Flagman protect rear of train.
- 14 (d) Q. Four long?
A. Flagman may return from west or south, as prescribed by Rule 99.
- 14 (e) Q. Five long?
A. Flagman may return from east or north, as prescribed by Rule 99.
- 14 (g) Q. Two short?
A. Answer to 14 (k) or any signal not otherwise provided for.
- 14 (h) Q. Three short, when standing?
A. Back. Answer to 12 (d) and 16 (c).
- 14 (h) Q. Three short, when running?
A. Answer to 16 (d).
- 14 (j) Q. Four short?
A. Call for signals.
- 14 (k) Q. One long, two short; on single track?
A. To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting points, to signals displayed for a following section.
- 14 (k) Q. If not answered by a train, what action must be taken by the train displaying the signals?
A. Stop and notify them and ascertain the cause.
- 14 (k) Q. One long, two short; on two or more tracks?
A. To call attention of engine and train crews of trains of the same class and to inferior trains moving in the same direction and to yard engines, to signals displayed for a following section.

- 14 (k) Q. When necessary, must signal 14 (k) be repeated, so as to notify both engine and train crews?
A. Yes.
- 14 (k) Q. On two or more tracks, are trains required to answer signal 14 (k)?
A. Yes.
- 14 (k) Q. On two or more tracks, will train sounding signal 14 (k) stop if no answer is given?
A. No.
- 14 (k) Q. If a yard engine does not answer the signal, is the train required to stop?
A. No.
- 14 (l) Q. Two long, one short, one long?
A. Approaching highway crossings at grade to be prolonged or repeated until crossing is reached.
- 14 (m) Q. One long?
A. Approaching stations, junctions. railroad crossings at grade and draw bridges.
- 14 (n) Q. Two long, one short?
A. Approaching meeting or waiting points. See Rule S-90.
- 14 (o) Q. One short, one long?
A. Inspect train line for leak or brakes sticking.
- 14 (p) Q. Succession of short sounds?
A. Alarm for persons or livestock on track.
- 14 (q) Q. When running against the current of traffic, what whistle signal will be given approaching stations, curves, or other points where view may be obscured?
A. One long, one short.
- 14 (q) Q. When running against the current of traffic, approaching passenger or freight trains and when passing freight trains, what whistle signal will be given?
A. One long, one short.
- 14 (q) Q. When running against the current of traffic, what whistle signal will be given to call in the flagman from the west or south?
A. One long, one short, four long.
- 14 (q) Q. To call in flagman from the east or north?
A. One long, one short, five long.

- 15 94. Q. What does the explosion of two torpedoes indicate?
A. Proceed at reduced speed.
- 15 95. Q. What does the explosion of one torpedo indicate?
A. The same as two, but the use of two is required.
- 15 96. Q. Where must torpedoes not be placed?
A. At stations or on public crossings.

COMMUNICATING SIGNALS

- 16 97. Q. What is the indication of communicating signals when sounded as follows:
- 16 (a) Q. Two short, when standing?
A. Start.
- 16 (b) Q. Two short, when running?
A. Stop at once.
- 16 (c) Q. Three short, when standing?
A. Back.
- 16 (d) Q. Three short, when running?
A. Stop at next passenger station.
- 16 (e) Q. Four short, when standing?
A. Apply or release air brakes.
- 16 (f) Q. Four short, when running?
A. Reduce speed.
- 16 (g) Q. Five short, when standing?
A. Recall Flagman.
- 16 (h) Q. Five short, when running?
A. Increase speed.
- 16 (j) Q. Six short, when running?
A. Increase train heat.
- 16 (k) Q. One short, one long, one short?
A. Shut off train heat.
- 16 (l) Q. One long, when running?
A. Brakes sticking, look back for hand signals.
- 17 98. Q. When and where will the headlight be displayed?
A. To the front of every train by night.
- 17 99. Q. When will it be concealed or extinguished?
A. It will be concealed or extinguished when a train turns out to meet another and has stopped clear of the main track.

- 17a, 100. Q. When will it be dimmed?
b, c, A. While passing through yards where yard en-
d, gines are employed;
Approaching stations at which stops are to
be made or where trains are receiving or dis-
charging passengers;
Approaching train order signals, junctions,
terminals, meeting points or while standing
on main track;
On two or more tracks when approaching
train in the opposite direction.
- 17 101. Q. When an engine is running backward, what
must be displayed by night on the rear of the
tender?
A. A white light.
- 18 102. Q. How and when will yard engines display head-
light?
A. Yard engines will display headlights to the
front and rear by night.
- 18 103. Q. When not provided with a headlight at the
rear, what will be displayed?
A. A white light.
- 19 104. Q. Unless otherwise provided, what signals will be
displayed and where, by every train, as mark-
ers, to indicate the rear of the train, by day?
A. Marker lamps not lighted, yellow (or green)
flags.
- 19 105. Q. By night?
A. Lamps as markers showing yellow (or green)
on the front and side and red to the rear.
- 19 106. Q. How will these markers be displayed by night
when clear of main track?
A. Lights as markers showing yellow (or green)
to the front, side and to rear.
- 19 107. Q. How will these markers be displayed by night
running against the current of traffic on two
tracks?
A. Lights as markers, showing yellow (or green)
to the front and side and yellow (or green)
to the rear on the side next to the main track
on which the current of traffic is in the direc-
tion the train is moving and red to the rear
on the opposite side.

- 19 108. Q. When a train is not equipped to display the
 markers in the prescribed manner, what will
 be used to indicate the rear of the train?
 A. By day a red flag; by night a red light.
- 20 109. Q. What will all sections except the last display
 in the places provided for that purpose on
 the front of the engine?
 A. Two green flags, and, in addition, two green
 lights by night.
- 21 110. Q. What will extra trains display in the places
 provided for that purpose on the front of the
 engine?
 A. Two white flags, and, in addition, two white
 lights by night.
- 22 111. Q. When two or more engines are coupled, how
 will the signals as prescribed by Rules 20
 and 21 be displayed?
 A. On the leading engine.
- 23 112. Q. When one flag or light is displayed, where in
 Rules 20 and 21, two are prescribed, what will
 it indicate and what is required?
 A. Will indicate the same as two, but the proper
 display of all train signals is required.
- 25 113. Q. How will each car of a passenger train be con-
 nected with the engine?
 A. With communicating signal appliances where
 such signal appliances are provided. Where
 not provided, enginemen and trainmen will be
 governed by hand, flag or lamp signals as
 prescribed in Rule 12.
- 26 114. Q. What does a blue signal displayed at one or
 both ends of an engine, car or train indicate?
 A. That workmen are under or about it.
- 26 115. Q. When thus protected may it be coupled to or
 moved?
 A. No.
- 26 116. Q. Who will display the blue signals?
 A. Each class of workmen.
- 26 117. Q. Who alone is authorized to remove them?
 A. The same workmen.

- 26 118. Q. What action will first be taken when other equipment is to be placed on the same track so as to intercept the view of the blue signals?
A. Notify the workmen.
- 26 119. Q. What action will be taken when emergency repair work is to be done under or about cars in a train and a blue signal is not available?
A. The engineman and fireman will be notified and protection will be given those engaged in making repairs.

USE OF SIGNALS

- 27 120. Q. How will a signal imperfectly displayed or absence of a signal at a place where it is usually shown, be regarded?
A. As the most restrictive indication that can be given by that signal, except during blackouts special instructions will govern.
- 27 121. Q. What is the exception to this requirement?
A. When the day indication is plainly seen, or when sufficient lights in a position or color position light signals are displayed to determine indication of the signal, it will govern.
- 27 122. Q. What action will be taken by conductors and enginemen using a switch where the switch light is imperfectly displayed or absent?
A. If practicable, correct or replace the light.
- 27 123. Q. When and to whom will imperfectly displayed signals be reported?
A. Promptly to the train dispatcher.
- 28 124. Q. What signal will be used to stop a train only at the flag stations indicated on its schedule?
A. Green and white signal.
- 10 125. Q. When necessary to stop a train at a point that
A is not a flag station on its schedule, what signal will be used?
A. A red signal.
- 29 126. Q. When a signal, except a fixed signal, is given to stop a train, how will it, unless otherwise provided, be acknowledged?
A. As prescribed by Rule 14 (g) or (h).

- 30 127. Q. When will the engine bell be rung?
A. Unless otherwise provided, the engine bell will be rung when an engine is about to move and when approaching and passing highway crossings at grade, and while moving through cities, towns and tunnels.
- 32 128. Q. Is the unnecessary use of either the whistle or bell prohibited?
A. Yes.
- 33 129. Q. What signals will watchmen at public crossings use when necessary to stop trains?
A. Stop signals.
- 33 130. Q. What signals will they use to stop highway traffic?
A. The prescribed signals.
- 34 131. Q. Will all members of train and engine crews, when practicable, communicate to each other by its name, the indication of each signal affecting the movement of their train or engine?
A. Yes.
- 35 132. Q. What day signals will be used by flagmen?
A. A red flag, torpedoes and fusees.
- 35 133. Q. What night signals will be used by flagmen?
A. A red light, torpedoes and fusees.

SUPERIORITY OF TRAINS

- S71 134. Q. On single track, how is a train superior to another train?
A. By right, class or direction.
- S71 135. Q. How is right conferred?
A. By train order.
- S71 136. Q. How is class and direction conferred?
A. By time table.
- S71 137. Q. Is right superior to class or direction?
A. Yes.
- S71 138. Q. Between what trains is direction superior?
A. Between trains of the same class.
- D71 139. Q. On two or more tracks, how is a train superior to another train?
A. By right or class.
- D71 140. Q. How is right conferred?
A. By train order.

- D71 141. Q. How is class conferred?
A. By time-table.
- D71 142. Q. Is right superior to class?
A. Yes.
- S72 143. Q. What is the order of superiority of trains by
D72 class?
A. Trains of the first class are superior to trains of the second; trains of the second class are superior to trains of the third; and so on.
- S72 144. Q. How do you determine in what direction trains are superior to trains of the same class in the opposite direction?
A. As specified by the time-table.
- 73 145. Q. Are extra trains inferior to regular trains?
A. Yes.

MOVEMENT OF TRAINS

- 82 146. Q. How long are time-table schedules, unless fulfilled, in effect?
A. Twelve hours after their time at each station.
- 82 147. Q. When do regular trains lose both right and schedule?
A. When more than 12 hours behind either their scheduled arriving or leaving time at any station.
- 82 148. Q. How can they thereafter proceed?
A. Only as authorized by train order.
- 82 149. Q. If a train arrives more than 12 hours behind its schedule arriving time at any station when both arriving and leaving time are given, can it proceed on its schedule if ready before it is more than 12 hours behind its schedule leaving time, unless authorized to do so by train order?
A. No.
- S83 150. Q. On single track, what is required before a train may leave its initial station on any division, or subdivision, or a junction, or pass from one of two or more tracks to single track?
A. It will be ascertained whether all trains due which are superior have arrived or left.

- D83 151. Q. On two or more tracks, what is required before a train may leave its initial station on any division, or subdivision, or a junction?
A. It will be ascertained whether all superior trains due have left.
- 83 152. Q. How are stations at which train registers are located designated?
A. By time-table.
- 83 A 153. Q. Unless otherwise provided, what must a train have before leaving its initial station on any division or subdivision?
A. A clearance.
- 84 154. Q. May a train start until the proper signal is given?
A. No.
- 85 155. Q. May trains of one schedule pass trains of another schedule of the same class?
A. Yes.
- 85 156. Q. May extra trains pass and run ahead of second and third class trains and extra trains?
A. Yes.
- 85 157. Q. May third class trains pass and run ahead of second class trains?
A. Yes.
- 85 158. Q. May a section pass and run ahead of another section of the same schedule?
A. Yes.
- 85 159. Q. What must first be exchanged with the section to be passed?
A. Train orders, signals and numbers.
- 85 160. Q. What must be reported from the next available point of communication?
A. The change in sections.
- 86 161. Q. Unless otherwise provided, when must an inferior train be clear of a superior train in the same direction?
A. When it is due to leave the next station in the rear where time is shown.
- S87 162. Q. What is required of an inferior train with respect to opposing superior trains?
A. Will keep out of the way.

- S87 163. Q. When an inferior train fails to clear the main track by the time required by rule, what will be done?
A. It will be protected as prescribed by Rule 99.
- S87 164. Q. How many minutes will extra trains clear the time of opposing regular trains, unless otherwise provided?
A. Not less than 5 minutes.
- S87 165. Q. How will extra trains be governed with respect to opposing extra trains?
A. By train order.
- S88 166. Q. At meeting points between extra trains which train will take the siding unless otherwise provided?
A. The train in the inferior time table direction.
- S88 167. Q. How will trains take the siding?
A. Pull in when practicable.
- S88 168. Q. If necessary to back in, what will first be done?
A. Train will be protected as prescribed by Rule 99.
- S89 169. Q. At meeting points, which train will take the siding?
A. The inferior train.
- S89 170. Q. How many minutes will the inferior train clear the superior train, except at scheduled meeting points between trains of the same class?
A. Not less than 5 minutes.
- S89 171. Q. At scheduled meeting points between trains of the same class, when will the inferior train clear the main track?
A. Before the leaving time of the superior train.
- S89 172. Q. How will the inferior train take the siding?
A. Pull in when practicable.
- S89 173. Q. If necessary to back in, what will be done?
A. It will be protected as prescribed by Rule 99.
- S89 174. Q. At schedule meeting points between trains of the same class, what will the superior train do?
A. Will stop unless the switch is lined and track clear.

- S90 175. Q. What signal will the engineman give at least one mile before reaching a meeting or waiting point?
A. 14 (n).
- 91 176. Q. Unless some form of block signals is used, how many minutes will trains in the same direction keep apart?
A. Not less than five minutes except in closing up at stations.
- 91 177. Q. Unless some form of block signals is used, how many minutes must trains in the same direction keep behind trains carrying passengers?
A. Ten minutes.
- 92 178. Q. May a train leave a station in advance of its scheduled leaving time?
A. No.
- 93 179. Q. Within yard limits how may the main track be used with respect to first class trains?
A. By clearing first class trains.
- 93 180. Q. In case of failure to clear the main track, what will be done?
A. Protection will be given as prescribed by Rule 99.
- 93 181. Q. Within yard limits how may the main track be used with respect to second and inferior class, extra trains and engines?
A. Without protecting.
- 93 182. Q. How will second and inferior class, extra trains and engines move within yard limits?
A. At yard speed unless a main track is known to be clear.
- 94 183. Q. May a train which overtakes another train, so disabled that it cannot proceed, pass it if practicable, and if necessary assume the schedule and take the train orders of the disabled train, proceed to the next available point of communication, and there report to the Train Dispatcher?
A. Yes.
- 94 184. Q. Will the disabled train assume the right or schedule and take the train orders of the last train with which it has exchanged, and

when able, proceed to and report from the next available point of communication?

A. Yes.

95 185. Q. May two or more sections be run on the same schedule?

A. Yes.

95 186. Q. Has each section equal time-table authority?

A. Yes.

95 187. Q. May a train display signals for a following section without orders from the Chief Dispatcher except as prescribed by Rule 85?

A. No.

S96 188. Q. Unless otherwise provided, should signals be displayed to or taken down at other than register stations?

A. No.

S97 189. Q. Unless otherwise provided, may extra trains be run without train orders?

A. No.

98 190. Q. How will trains approach the end of two or more tracks, junctions, railroad crossings at grade and drawbridges, unless the switches are properly lined, signals indicate proceed, and track is clear?

A. Prepared to stop.

98 191. Q. When will trains stop?

A. When required by regulations.

99 192. Q. When a train stops under circumstances in which it may be overtaken by another train, what is the flagman required to do?

A. Will go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuses.

99 193. Q. When may he return?

A. When recalled and safety to the train will permit.

99 194. Q. When will he leave the torpedoes and a lighted fusee?

A. When the conditions require.

- 99 195. Q. By whom will the front of a train be protected in the same way when necessary?
A. By the head brakeman or fireman.
- 99 196. Q. What is required of the flagman when a train is moving under circumstances in which it may be overtaken by another train?
A. Will take such action as may become necessary to insure full protection.
- 99 197. Q. What is required by night, or by day, when the view is obscured?
A. Lighted fuses will be thrown off at proper intervals.
- 99 198. Q. What is required when day signals cannot be plainly seen, owing to weather or other conditions?
A. Night signals will also be used.
- 99 199. Q. Who are responsible for the protection of their trains?
A. Conductors and enginemen.
- 100 200. Q. When the flagman goes back to protect the rear of the train and is left behind, who will take his place on the train?
A. Another trainman.
- 101 201. Q. What is required when any known condition, not covered by the rules, interferes with the safe passage of trains?
A. Trains will be fully protected.
- 102 202. Q. What is required when a train is disabled or stopped by an emergency application of the brakes or other causes?
A. Adjacent tracks, as well as tracks of other railroads, that are liable to be obstructed must at once be protected until it is ascertained they are safe and clear for the movement of trains.
- 103 203. Q. What is required of a trainman when cars are pushed by an engine (except when shifting or making up trains in yards)?
A. Will take a conspicuous position on the leading car.

- 103 204. Q. What is required when shifting over public crossings at grade not protected by a watchman or gates?
A. A member of the crew will protect the crossing.
- 104 205. Q. Are conductors responsible for the position of switches used by them and their trainmen, except where switche tenders are stationed?
A. Yes.
- 104 206. Q. What is required after switches have been used?
A. Will be properly lined.
- 104 207. Q. May a switch be left open for a following train or engine unless in charge of a trainman of such train or engine?
A. No.
- 104 208. Q. When practicable, who will see that the switches near the engine are properly lined?
A. The engineman.
- 104 209. Q. May a train or engine foul a track until all switches connected with a movement are properly lined?
A. No.
- 104 210. Q. What is required when a train or engine is waiting to cross from one track to another and during the approach or passage of a train or engine on tracks involved?
A. All switches will be secured in normal position.
- 104 211. Q. May the switch be restored to normal position before the movement is completed or clear of the main track involved?
A. No.
- 104 212. Q. What is required where trains or engines are to be reported clear of main track with hand-operated switches?
A. Report will not be made until switch has been secured in its normal position.
- 105 213. Q. Unless otherwise provided, how will trains using a siding proceed?
A. At reduced speed.
- 105 214. Q. May sidings of an assigned direction be used in a reverse direction unless authorized by

the Dispatcher or in an emergency under flag protection?

A. No.

106 215. Q. Who are responsible for the safety of the train and the observance of the rules?

A. Both the conductor and engineman.

106 216. Q. What is required under conditions not provided for by the rules?

A. Will take every precaution for protection.

107 217. Q. What is required of trains or engines in passing a train receiving or discharging traffic at a station?

A. Will not pass between it and the station unless proper safeguards are provided.

108 218. Q. What is required in case of doubt or uncertainty?

A. As safe a course as is justified by the military situation will be taken.

151 219. Q. Unless otherwise provided, where two main
D tracks are in service, to which side will trains keep?

A. Right.

151 220. Q. Where three or more main tracks are in serv-
D ice, how shall they be designated and their use indicated?

A. They shall be designated by numbers and their use indicated by special instructions.

152 221. Q. What is required when a train crosses over
D to, or obstructs another track, unless otherwise provided?

A. Will first be protected as prescribed by Rule 99, in both directions on that track.

RULES FOR MOVEMENT BY TRAIN ORDERS

200 222. Q. In the absence of Military Railway Service telephone or telegraph lines, what means for delivering train orders to train crews will be utilized?

A. The quickest available means.

200 223. Q. How will orders so delivered be acted upon?

A. The same as if delivered in the usual manner.

- 201 224. Q. What is required for movements not provided for by time-table?
A. Train orders.
- 201 225. Q. By what authority and over whose signature will they be issued?
A. Chief Dispatcher.
- 201 226. Q. May they contain information or instructions not essential to such movements?
A. No.
- 201 227. Q. Will they be brief and clear, in the prescribed forms when applicable; and without erasure, alteration or interlineation?
A. Yes.
- 201 228. Q. May figures in train orders be surrounded by brackets, circles or other characters?
A. No.
- 202 229. Q. How will each train order be given to all trains or personnel addressed?
A. In the same words.
- 203 230. Q. How will train orders be numbered?
A. Consecutively each day, beginning at midnight.
- 204 231. Q. How will train orders be addressed?
A. To those who are to execute them, naming place at which each is to receive his copy.
- 204 232. Q. How will those for a train be addressed?
A. To the conductor and engineman and also to anyone who acts as a pilot.
- 204 233. Q. To whom will a copy be supplied by the operator?
A. To each person addressed.
- 204 234. Q. How will orders addressed to operators restricting the movement of trains be respected by conductors and enginemen?
A. The same as if addressed to them.
- 204 235. Q. To whom will enginemen show train orders?
A. To firemen and when practicable to forward trainmen.
- 204 236. Q. To whom will conductors show train orders, when practicable?
A. To trainmen.

- 205 237. Q. What record will be made of each train order?
A. Written in full in a book provided for the purpose at the office of the Chief Dispatcher.
- 205 238. Q. What will be recorded with it?
A. The names of those who have signed for the order; the time and the signals which show when and from what offices the order was repeated and the responses transmitted; and the Train Dispatchers initials.
- 205 239. Q. When will these records be made?
A. At once and never from memory or memoranda.
- 206 240. Q. How will regular trains be designated in train orders?
A. As "No. 10," and sections as "Second 10," adding engine numbers or names.
- 206 241. Q. How will extra trains be designated?
A. By engine numbers or names, and the direction as "Extra 798, 'East' or 'West'."
- 206 242. Q. How will an engine of another company be designated?
A. The initials as well as the engine number or name will be used.
- 206 243. Q. May even hours as "10 00 a. m." be used in stating time in train orders?
A. No.
- 206 244. Q. In transmitting train orders by telegraph, how may time be stated?
A. In figures only or duplicated in words.
- 206 245. Q. In transmitting and repeating train orders by telephone, how may numbers of trains and engines in the address be stated?
A. Pronounced and then spelled, letter by letter, if so desired.
- 206 246. Q. How will all stations and numerals in the body of an order be stated?
A. Will first be plainly pronounced and then spelled, letter by letter, thus: Aurora, A-u-r-o-r-a, and One Naught Five, o-n-e n-a-u-g-h-t f-i-v-e.

- 206 247. Q. Will the letters duplicating names of stations and numerals be written in the order book or upon train orders?
A. No.
- 206 248. Q. May time be duplicated in words in the order book or upon train orders?
A. Yes.
- 206 249. Q. What is required of the Train Dispatcher when train orders are transmitted by telegraph?
A. Underscore each word and figure at the time it is repeated.
- 206 250. Q. What is required of the Train Dispatcher when train orders are transmitted by telephone?
A. Will write the order as he transmits it and underscore each word and figure at the time it is repeated.
- 206 251. Q. When two or more engines are coupled, which engine number or name will be used in train orders?
A. The number or name of the leading engine.
- 207 252. Q. What is required before transmitting a train order?
A. The signal "31" or the signal "19" followed by the direction, will be given to each office addressed, the number of copies being stated, if more or less than three, thus: "31, West, copy 5", or "19, East, copy 2."
- 208 253. Q. When a train order is to be sent to two or more offices, how will it be transmitted?
S A. Simultaneously to as many as practicable.
- 208 254. Q. When not sent simultaneously to all, to which train will the order be sent first?
S A. To the superior train.
- 208 255. Q. Will the several addresses be in the order of superiority of trains, each office taking its proper address?
S A. Yes.
- 208 256. Q. When practicable, who will the several addresses include?
S A. The operator at the meeting or waiting point.

- 208 S 257. Q. To what trains will copies of the order, addressed to the operator at the meeting or waiting point, be delivered?
A. To the trains affected until all have arrived from one direction.
- 208 S 258. Q. May a train order be sent to a superior train at the meeting or waiting point?
A. Not if it can be avoided.
208. S 259. Q. What is required when an order is so sent?
A. The fact will be stated in the order and special precautions will be taken to insure safety.
- 209 260. Q. What is required of operators receiving train orders?
A. Will write or typewrite them in manifold during transmission.
- 209 261. Q. Will they retain a copy of each train order?
A. Yes.
- 209 262. Q. What part of the order will be in the operator's handwriting?
A. The time, complete, and the signature of the operator.
- 209 263. Q. What is required when the requisite number of copies cannot be made at one writing?
A. Operators will make others from the original copy.
- 209 264. Q. To whom will they repeat the orders each time additional copies are made?
A. To the Train Dispatcher.
- 210 265. Q. What is required of operators when a "31" train order has been transmitted?
A. They will, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order.
- 210 266. Q. What is required of each operator receiving the order?
A. They will observe whether the others repeat it correctly.

- 210 267. Q. What is required of the conductor or engine-
man and others addressed?
A. They will read it to the operator and then sign
it.
- 210 268. Q. To whom will the operator send their signa-
tures, preceded by the number of the order?
A. To the Train Dispatcher.
- 210 269. Q. What response will then be given by the Train
Dispatcher?
A. "Complete" and the time, with the initials of
the Chief Dispatcher.
- 210 270. Q. What will each operator receiving this re-
sponse then write on each copy?
A. The word "Complete", the time, and his last
name in full.
- 210 271. Q. To whom will he then deliver a copy?
A. To each person addressed.
- 210 272. Q. When the order is signed by the conductor, will
the conductor personally deliver a copy to
each engineman?
A. Yes.
- 210 273. Q. What is required of engineman before pro-
ceeding?
A. Will read the order to the conductor.
- 211 274. Q. What is required of operators when a "19"
train order has been transmitted?
A. They will, unless otherwise directed, repeat it
at once from the manifold copy, in the suc-
cession in which the several offices have been
addressed.
- 211 275. Q. What is required of each operator receiving
the order?
A. They will observe whether the others repeat it
correctly.
- 211 276. Q. When the order has been repeated correctly by
an operator, what response will be given by
the Train Dispatcher?
A. "Complete", and the time, with the initials of
the Chief Dispatcher.
- 211 277. Q. What will the operator receiving this response
then write on each copy?
A. The word "Complete", the time, and his last
name in full.

- 211 278. Q. To whom will he personally deliver a copy, without taking his signature?
A. To each person addressed.
- 211 279. Q. When delivery to engineman will take the operator from the immediate vicinity of his office, by whom will engineman's copy be delivered?
A. By a member of the train crew.
- 217 290. Q. When will a train be brought to a stop before delivery of a "19" train order?
A. When issued for it at the point where its superiority is restricted.
- 217 291. Q. When so directed by the Train Dispatcher, how may a train order be acknowledged before repeating?
A. By the operator responding; "Number of train order to train number, "X", with the operator's initials and office signal.
- 217 292. Q. What will the operator then write on the order?
A. His initials and the time.
- 217 293. Q. When may "Complete" be given to a train order for delivery to an inferior train?
A. Not until the order has been repeated or the "X" response sent by the operator who receives the order for the superior train.
- 217 294. Q. When a train order has been repeated, including the signature of the Chief Dispatcher, or "X" response sent, and before "Complete" has been given, how will the order be treated?
A. As a holding order for the train addressed.
- 217 295. Q. How will a train order, to be delivered to a train at a point not a train order office, or at one at which the office is closed, be addressed?
A. To "C and E ----- at -----, care of -----".
- 218 296. Q. May it be otherwise acted on until "Complete" has been given?
A. No.
- 218 297. Q. If the means of communication fails before an office has repeated an order or has sent the

"X" response, of what effect is the order at that office, and how will it be treated there?

A. The order at that office is of no effect and will be treated as if it had not been sent.

219 298. Q. For train orders delivered by the Train Dispatcher, what are the requirements as to the record and delivery?

A. The same as at other offices.

211 280. Q. By whom will the order be forwarded and delivered?

A. The conductor or other person in whose care it is addressed.

212 281. Q. When Form "31" is used, upon whose signature will "Complete" be given?

A. The person by whom the order is to be delivered.

212 282. Q. For whom will the person who is to deliver the order be supplied with copies?

A. The conductor and engineman addressed and a copy upon which he shall take their signatures.

213 283. Q. To whom will he deliver the copy upon which he takes the signatures?

A. To the first operator accessible.

214 284. Q. What will the operator do with this copy?

A. He must transmit the signatures of the Conductor and Engineman to the Train Dispatcher and preserve the copy.

214 285. Q. How will orders so delivered be acted on?

A. As if "Complete" had been given in the usual way.

214 286. Q. What is required for orders which are sent, in the manner herein provided, to a train, the superiority of which is thereby restricted before "Complete" is given to the inferior train?

A. "Complete" will not be given to an inferior train until the signatures of the Conductor and Engineman of the superior train have been sent to the Train Dispatcher.

216 287. Q. When a train is named in a train order by its schedule number alone, what sections of that schedule are included?

A. All.

- 217 288. Q. Will each have copies delivered to it?
A. Yes.
- 217 289. Q. When may an operator repeat or give the "X" response to a train order restricting the superiority of a train, which has been cleared or of which the engine has passed his train order signal?
A. Not until he has obtained the signatures of the conductor and engineman to the order.
- 220 299. Q. How long do train orders continue in effect?
A. Until fulfilled, superseded or annulled.
- 220 300. Q. What part of an order may be either superseded or annulled?
A. Any part specifying a particular movement.
- 220 301. Q. When do orders held by, or issued for, or any part of an order relating to a regular train become void?
A. When such train loses both right and schedule as prescribed by Rules 4 and 82, or its schedule is annulled.
- 220 302. Q. When a conductor or engineman, or both, is relieved before the completion of a trip, what will be done with all train orders and instructions held?
A. Delivered to the relieving Conductor or Engineman.
- 220 303. Q. Will conductors and enginemen compare such orders and instructions before proceeding?
A. Yes.
- 221 304. Q. Unless otherwise provided, will a fixed signal be used at each train order office?
A. Yes.
- 221 305. Q. When shall this signal indicate "Stop"?
A. When there is an operator on duty except when changed to proceed to allow a train to pass for which there are no train orders.
- 221 306. Q. Where "Stop" is indicated, may trains proceed without clearance?
A. No.
- 221 307. Q. What will be delivered together with all train orders?
A. Clearance Form A.

221 308. Q. Will conductor and engineman see that their train is correctly designated and that the order numbers on the clearance correspond with the order numbers delivered?

A. Yes.

222 309. Q. What is required of the operator in recording and reporting the movement of trains to the Train Dispatcher?

A. Operators will promptly record and report to the Train Dispatcher the time of arrival and departure of all trains and the directions of extra trains.

222 310. Q. Will operators when practicable observe trains and report at once to the train dispatcher if the proper signals are not displayed?

A. Yes.

223 311. Q. May the signals and abbreviations shown in Rule 223 be used in train orders?

A. Yes.

FORMS OF TRAIN ORDERS

Note 312. Q. Is it understood that forms with a prefix "S" are for single track, those with prefix "D" are for two or more tracks; those without prefixes "S" or "D" are for single or two or more tracks?

A. Yes.

FIXING MEETING POINTS FOR OPPOSING TRAINS

(1) No. 1 eng. 111 meet No. 2 eng. 112 at B.

Fm 313. Q. What is required of trains receiving this order?

S-A A. Will run with respect to each other to the designated point and there meet in the manner prescribed by the rules.

S-A 314. Q. If trains No. 1 and No. 2 are of the same class, which will take siding?

A. The train of the inferior time-table direction.

S-A 315. Q. If No. 1 is the superior train and is at B and No. 2 arrives displaying green signals, how will No. 1 be governed with this order?

A. Remain at B for all section.

- S-A 316. Q. If either train arrives without displaying markers, what must the other train do?
 A. Remain until it is ascertained that the train is complete.
- S-A 317. Q. If No. 2 is at B with this order and No. 1 becomes more than 12 hours late at B, may No. 2 go?
 A. Yes.
- S-A 318. Q. If No. 1 is at B with this order and receives an order annulling No. 2, may No. 1 go?
 A. Yes.
- S-A 319. Q. If No 1 is at B with this order and No 2 cannot assume its schedule due to time-table change, may No 1 go?
 A. Yes.

DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN

- (1) No 1 eng 111 pass No 3 eng 113 at K.
- Fm 320. Q. What is required of both trains?
 B A. Will run according to the rule to the designated point and there arrange for the rear train to pass promptly.
- (2) Extra 594 east run ahead of No 6 eng 116 M to B.
- Fm 321. Q. What is required of the first-named train?
 B A. Will run ahead of the second-named train between the designated points.
- (3) Extra 594 east pass No 3 eng 113 at K.
- Fm 322. Q. When an inferior train receives an order to pass a superior train, what is conferred?
 B A. Right is conferred to run ahead of the train passed from the designated point.

GIVING RIGHT OVER AN OPPOSING TRAIN

- (1) No 1 eng 1391 has right over No 2 eng 1369 G to K.
- Fm 323. Q. What is required when the second-named train reaches the point last named before the other arrives?
 S-C A. It may proceed, keeping clear of the schedule of opposing train as required by rule.

- S-C 324. Q. If an order was issued later reading, "No 1 eng 1391 meet No 2 eng 1369 at K," how will both trains be governed?
 A. They will meet at K; No 2 will take siding.
 (2) Extra 37 east has right over No 3 eng 1333 F to A.
- S-C 325. Q. May the regular train go beyond the point last named until the extra train has arrived?
 A. No, unless directed by train order to do so.
- S-C 326. Q. Do these orders give right to the train first-named over the other train between the points named?
 A. Yes.
- S-C 327. Q. What is required when the trains meet at either of the designated points?
 A. The first named train must take the siding, unless the order otherwise prescribes.
- S-C 328. Q. If the trains meet between the designated points, which train must take the siding?
 A. The second-named train, unless the order otherwise prescribes.
- S-C 329. Q. If another order is issued reading "Extra 37 east wait at C until 2 50 p m for No 3 eng 1333", what time must No 3 be in the clear at C?
 A. 2 45 p m.
- S-C 330. Q. If No 3 could only make B on this wait order, what time must they be in the clear at B?
 A. By 2 45 p m
- S-C 331. Q. If the trains meet between the designated points, which train will take the siding?
 A. The second named train, unless the order otherwise prescribes.

TIME ORDERS

- (1) No 1 eng 1860 run 50 minutes late A to G.
- Fm 332. Q. What does this make the schedule time of the train named, between the stations mentioned?
 A. As much later as stated in the order.

- E** 333. **Q.** How is any other train receiving the order required to run with respect to this later time?
- A.** As before required to run with respect to the regular time.
- E** 334. **Q.** Should the time in the order be such as can be easily added to the schedule time?
- A.** Yes.
- (2) No 1 eng 1860 run 50 minutes late A to G and 20 minutes late G to K etc.
- E** 335. **Q.** What does this make the schedule time of the train named, between the stations mentioned?
- A.** As much later as stated in the order.
- E** 336. **Q.** How is any other train receiving the order required to run with respect to this later time?
- A.** As before required to run with respect to the regular time.
- E** 337. **Q.** Should the time in the order be such as can be easily added to the schedule time?
- A.** Yes.
- E** 338. **Q.** If No 1 is due to leave G at 10 00 a m. what time must an opposing inferior class or extra train with this order be clear at G?
- A.** 10 15 a m.
- E** 339. **Q.** In nonautomatic, block signal territory, if No 1, a first class train, is due at F at 9 50 a m and at G at 10 00 a m, what time must an inferior train in the same direction, with this order be into clear at G for No 1?
- A.** 10 40 a m.
- E** 340. **Q.** If No 1 is due to leave K at 10 30 a m, what time must an opposing inferior class or extra train be clear at K?
- A.** 10 25 a m.
- (3) No 1 eng 1860 and No 3 eng 1858 wait at
 N until 9 59 a m
 P until 10 30 a m
 R until 10 55 a m
- E** 341. **Q.** May the train, or trains, named pass the designated points before the times given?
- A.** No.

- E** 342. Q. How are other trains, receiving the order, required to run with respect to the time specified at the designated points or any intermediate station where schedule time is earlier than the time specified in the order?
- A. As before required to run with respect to the schedule time of the train or trains named.
- (1) No 1 eng 1860 wait at H until 9 59 a m for
No 2 eng 1854
- S-E** 343. Q. May the first-named train pass the designated point before the time given?
- A. No, unless the other train has arrived.
- S-E** 344. Q. How is the train last named required to run with respect to the time specified, at the designated point or any intermediate station where schedule time is earlier than the time specified in the order?
- A. As before required to run with respect to the schedule time of the train first named.

FOR SECTIONS

- (1) Engine 20 display signals and run as First
1 A to Z.
- F** 345. Q. When will this form be used?
- A. When the number of the engine for which signals are displayed is unknown.
- (2) Engine 25 run as Second 1 A to Z.
- F** 346. Q. Will engine 25 display signals?
- A. No.
- (3) Second 1 eng 65 display signals B to E for engine 99.
- F** 347. Q. Will engine 99 display signals?
- A. No.
- (4) Engines 20 25 and 99 run as First Second and Third 1 A to Z.
- F** 348. Q. What engines will display signals?
- A. Engines 20 and 25.
- (5) Engine 85 display signals and run as Second 1 A to Z following sections change numbers accordingly.
- F** 349. Q. When will this form of order be used?
- A. To add an intermediate section.

- F 350. Q. What is the engine named required to do?
A. Display signals and run as directed.
- F 351. Q. What number will the following sections take?
A. The next higher.
(6) Engine 85 is withdrawn as Second 1 at H following sections change numbers accordingly.
- F 352. Q. For what will this form be used?
A. To drop an intermediate section.
- F 353. Q. What will the engine named do?
A. Drop out at H.
- F 354. Q. What number will the following sections take?
A. The next lower.
(7) Engine 18 instead of engine 85 display signals and run as second 1 R to Z.
- F 355. Q. For what will this form be used?
A. To substitute one engine for another on a section.
- F 356. Q. What is required of the engines named?
A. Engine 85 drop out at R and be replaced by the first named engine.
- F 357. Q. Need following sections be addressed?
A. No.
- F 358. Q. If the second named engine is the last section, what words will be omitted?
A. "display signals and".
(8) Second 1 eng 18 take down signals at D.
- F 359. Q. For what will this form be used?
A. To discontinue the display of signals.
- F 360. Q. What will the train named do?
A. Take down signals as directed.
- F 361. Q. May a following section proceed beyond the designated point?
A. No.
(9) Engines 99 and 25 reverse positions as Second and Third 1 H to Z.
- F 362. Q. For what will this form be used?
A. To pass one section by another.
- F 363. Q. What are conductors and enginemen of the trains addressed required to do?
A. Exchange orders and signals.
- F 364. Q. Need following sections, if any, be addressed?
A. No.

- F 365. Q. Must each section affected by these orders have copies and must they arrange signals accordingly?
A. Yes.
- F 366. Q. What form will be used to annul a section for which signals have been displayed over a division, or any part thereof, when no train is to follow the signals?
A. Form K.
- F 367. Q. What must the train orders specify when sections are run to an intermediate point of a schedule?
A. Which section or sections shall assume the schedule beyond such point.

EXTRA TRAINS

- (1) Engine 99 run extra A to F.
(2) Engine Pathfinder run passenger extra A to X.
- Fm 368. Q. Does this give the extra any right to occupy
G the main tracks between the switches of the siding at the point last named?
A. No.
- G 369. Q. Does the designation of "passenger extra" confer any additional right to such an extra?
A. No.
(3) Engine 99 run extra A to F and return to C.
- G 370. Q. Where must the extra go before returning to C.
A. To F.
- G 371. Q. Does this give the extra any right to occupy the main track between the switches of the siding at F on the going trip, and at C on the return trip?
A. No.

WORK EXTRA

- (1) Engine 292 works extra 6:45 a. m. until 5:45 p. m. between D and E.
- S-H 372. Q. What is required of the work extra, whether standing or moving?
A. Must protect itself against extra trains within the working limits in both directions as pre-

scribed by the rules, and clear the time of regular trains.

S-H 373. Q. If the order is modified by adding:

(2) Not protecting against eastward extra trains.

What is required of the work extra?

A. Will protect only against westward extra trains; the time of regular trains, must be cleared.

S-H 374. Q. If the order is modified by adding:

(3) Not protecting against extra trains.

Is protection against extra trains required?

A. No.

S-H 375. Q. Must the time of regular trains be cleared?

A. Yes.

When a work extra has been instructed by order to not protect against extra trains, and afterward it is desired to have it clear the track for a designated extra, an order may be given in the following form:

(4) Work extra 292 clears, or protects, against extra 76 east between D and E after 2:10 p m.

S-H 376. Q. When must the work extra be clear of the main track?

A. 2:10 p. m.

S-H 377. Q. When may extra 76 east enter the working limits?

A. Not before 2:10 p m.

S-H 378. Q. How will extra 76 east then run with respect to work extra 292?

A. Expecting to find the work extra clear of the main track or protecting itself as the order may require.

(5) Work extra 292 protects against No. 55, or ----- class trains, between D and E.

S-H 379. Q. How will work extra and the train or trains mentioned in the order be governed?

A. The work extra may work upon the time of the train or trains mentioned in the order and must protect itself against such train or trains. The regular train or trains receiving

the order will run expecting the work extra to protect itself.

(6) Work extra 292 has right over all trains between D and E 7:15 p m until 1:15 a m.

S-H 380. Q. Is the work extra given the exclusive right between the points designated between the times named?

A. Yes.

S-H 381. Q. Is any other train permitted to enter the working limits before 1:15 a m?

A. No.

H 382. Q. Should the working limits be as short as practicable and changed as the progress of the work may require?

A. Yes.

H 383. Q. When must work extras give way to all trains?
A. As promptly as practicable.

H 384. Q. What is required whenever extra trains are run over working limits?

A. They must be given a copy of the order sent to the work extra.

H 385. Q. What is required of extra trains when the working order instructs a work extra to not protect against extra trains?

A. Must protect against the work extra.

H 386. Q. What is required of extra trains when the order indicates that the work extra is protecting itself against other trains?

A. Will run expecting to find the work extra protecting itself.

(1) Engine 292 works extra on ----- track, or-----tracks, 6 45 a m until 5 45 p m between D and E.

D-H 387. Q. What is required of the work extra?

A. The work extra must, whether standing or moving, protect itself within the working limits against extra trains moving with the current of traffic on the track or tracks named. The time of regular trains must be cleared.

- D-H 388. Q. If the order is modified by adding:
 (2) Not protecting against extra trains.
 Is protection against extra trains required?
 A. No.
- D-H 389. Q. Must the time of regular trains be cleared?
 A. Yes.
 (3) Work extra 292 protects against No 55 eng
 1942 between D and E.
- D-H 390. Q. May the work extra work upon the time of
 the train mentioned in the order?
 A. Yes.
- D-H 391. Q. Must the work extra protect itself against
 such train?
 A. Yes.
- D-H 392. Q. What is required of the regular train receiv-
 ing the order?
 A. Will run expecting to find the work extra pro-
 tecting itself.
- D-H 393. Q. What is required when it is desired to move
 a train against the current of traffic over the
 working limits?
 A. Provision must be made for the protection of
 such movement.
 (4) Work extra 292 has right over all trains on
 ----- and ----- tracks
 between G and H 7 01 p m until 1 01 a m
 a m
- D-H 394. Q. Is the work extra given the exclusive right of
 way to the track or tracks, mentioned be-
 tween the point designated between the
 times named?
 A. Yes.
- D-H 395. Q. Is any other train permitted to enter the
 working limits before 1 01 a m?
 A. No.
- D-H 396. Q. Should the work limits be as short as prac-
 ticable and changed as the work may re-
 quire?
 A. Yes.
- D-H 397. Q. When must work extras give way to all trains?
 A. As promptly as practicable.

HOLDING ORDER

(1) Hold No 2 eng 1060.

(2) Hold all, or eastward, trains.

- J 398. Q. What is required when a train has been so held?
A. Must not proceed until the order to hold is annulled, or an order given to the operator in the form ----- may go.
- J 399. Q. To whom will these orders be addressed, and how acknowledged?
A. To the operator, and in the usual manner.
- J 400. Q. To whom will they be delivered?
A. To conductors and enginemen of all trains affected.
- J 401. Q. When will this form be used?
A. Only when necessary to hold trains until orders can be given, or in case of emergency.

ANNULLING A SCHEDULE OR A SECTION

(1) No 1 due to leave A Feb 29th is annulled
A to Z.

(2) Second 5 due to leave E Feb 29th is annulled
E to G.

- K 402. Q. How do these affect the schedule or section annulled?
A. Becomes void between the points designated and cannot be restored.
- K 403. Q. May Form K be combined with other forms of train orders?
A. No.

ANNULLING AN ORDER

(1) Order No. 10 is annulled.

- L 404. Q. When an order which is to be annulled has not been delivered to a train, to whom will the annulling order be addressed?
A. To the operator.
- L 405. Q. What is required of the operator?
A. Will destroy all copies of the order annulled but his own and write on that: "Annulled by order No. -----".

L 406. Q. May an order which has been annulled be re-issued under its original number?

A. No.

ANNULLING PART OF AN ORDER

(1) That part of Order No. 10 reading No. 1 eng 963 meet No. 2 eng 970 at S is annulled.

(2) That part of Order No. 12 reading No. 3 eng 1069 pass No. 1 eng 965 at S is annulled.

S-M 407. Q. When will this form be used?

& A. Only when that part of the order not annulled is clear in its wording.
D-M

SUPERSEDING AN ORDER OR PART OF AN ORDER

(1) No. 1 eng 1111 meet No. 2 eng 1102 at C instead of B.

(2) No. 1 eng 1111 pass No. 3 eng 1103 at C instead of B.

S-P 408. Q. How will an order or part of an order be superseded?

& A. By adding to the prescribed form the words
D-P "instead of -----".

S-P 409. Q. May an order which has been superseded be reissued under its original number?

& A. No.
D-P

S-P 410. Q. When a train is directed by train order to take siding for another train, at what point do such instructions apply?

A. Only at the point designated in that order.

S-P 411. Q. Do such instructions apply to the superseding order unless so specified?

& A. No.
D-P

PROVIDING FOR A MOVEMENT AGAINST THE CURRENT OF TRAFFIC

(1) No. 1 eng 999 has right over opposing trains on ----- track C to F.

D-R 412. Q. What track must the designated train use between the points named?

A. The track specified.

D-R 413. Q. What is conferred to the designated train on that track?

A. Right over opposing trains between these points.

D-R 414. Q. When may opposing trains leave the point last named?

A. Not until the designated train arrives.

D-R 415. Q. What trains between the points named must receive a copy of the order?

A. All trains moving with the current of traffic in the same direction as the designated train.

D-R 416. Q. How may these trains then proceed?

A. On their schedules, or rights.

(2) After No. 4 eng 1901 arrives at C No. 1 eng 999 has right over opposing trains on ----- track C to F.

D-R 417. Q. When may the train to be moved against the current of traffic leave the first-named point?

A. Not until the arrival of the first-named train.

D-R 418. Q. When may a train be moved against the current of traffic?

A. Not until the track on which it is to be run has been cleared of opposing trains.

BLOCK SIGNAL AND INTERLOCKING RULES DEFINITIONS

Def 419. Q. What is a Manual Block System?

A. A series of consecutive blocks, governed by block signals operated manually upon information by telegraph, telephone or other means of communication.

Def 420. Q. What is an Automatic Block System?

A. A series of consecutive blocks governed by block signals, cab signals or both, actuated by trains, or engines, or by certain conditions affecting the use of a block.

Def 421. Q. What is an Interlocking?

A. An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequences and for which interlocking rules are in effect.

- Def 422. Q. How may it be operated?
A. Manually or automatically.
- Def 423. Q. What are Interlocking Limits?
A. The tracks between the home signals of an Interlocking.
- Def 424. Q. What is a Block Station?
A. A place from which block signals are operated.
- Def 425. Q. What is an Interlocking Station?
A. A place from which an interlocking is operated.
- Def 426. Q. What is a Block?
A. A length of track of defined limits, the use of which by trains is governed by block signals, cab signals or both.
- Def 427. Q. What is a Fixed Signal?
A. A signal of fixed location indicating a condition affecting the movement of a train or engine.
- Def 428. Q. What is a Cab Signal?
A. A signal located in engineman's compartment or cab, indicating a condition affecting the movement of a train or engine and used in conjunction with interlocking signals and in conjunction with, or in lieu of block signals.
- Def 429. Q. What is a Block Signal?
A. A fixed signal at the entrance of a block to govern trains entering and using that block.
- Def 430. Q. What is an Interlocking Signal?
A. The fixed signals of an Interlocking.
- Def 431. Q. What is a Home Signal?
A. A fixed signal at the entrance of a route or block to cover trains or engines entering and using that route or block.
- Def 432. Q. What is an Approach Signal?
A. A fixed signal used in connection with one or more signals to govern the approach thereto.
- Def 433. Q. What is a Dwarf Signal?
A. A low home signal.
- Def 434. Q. What is Limited Speed?
A. A speed not exceeding 15 miles per hour.
- Def 435. Q. What is Medium Speed?
A. A speed not exceeding 10 miles per hour.

- Def 436. Q. What is Slow Speed?
A. A speed not exceeding 5 miles per hour.
- Def 437. Q. What is Restricted Speed?
A. Proceed prepared to stop short of obstruction, or switch not properly lined, and to look out for broken rail.

RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

- 251 438. Q. How may block signals be used to govern the movement of trains in the same direction?
A. On portions of the railroad, and on designated tracks so specified on the time-table, trains will run with respect to other trains in the same direction by block signals whose indication will supersede the superiority of trains.
- 253 439. Q. If there is any known condition that will delay the train or prevent it from making usual speed, what must be done?
A. The dispatcher must be advised in advance.
- 254 440. Q. Do all block signal rules and operating rules remain in force except as affected by Rule 251?
A. Yes.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS BY BLOCK SIGNALS

- 261 441. Q. How may block signals be used governing opposing and following movement of trains?
A. On portions of the railroad, and on designated tracks so specified on the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.
- 263 442. Q. If there are any known conditions that will prevent it from making the usual speed, what will be done?
A. The train dispatcher must be advised in advance.

264 443. Q. Do all block signal rules and operating rules remain in force except as affected by Rule 261?

A. Yes.

MANUAL BLOCK SYSTEM RULES

305 444. Q. Do block signals govern the use of the blocks?

A. Yes.

305 445. Q. Do they supersede the superiority of trains or dispense with the use or the observance of other signals whenever and wherever they may be required?

A. No, unless otherwise provided.

306 446. Q. What is required when a block station is open at an irregular hour?

A. Trains must be notified, when possible, by train order.

307 447. Q. What is required at any intermediate station by a train that has entered a block, on other than a proceed indication, during the time such intermediate station was closed?

A. Must not accept proceed indication without also receiving Clearance Form A.

308 448. Q. When Clearance Form A is used, what information will be shown as to condition of block?

A. "Clear" or "Occupied."

308 449. Q. If block is occupied, how must train proceed?

A. Prepared to stop short of train ahead.

SIGNALMEN

311 450. Q. Must signals be kept in the position displaying the most restrictive indication?

A. Yes, except when displayed for an immediate movement.

312 451. Q. Must appliances be operated carefully and only by those charged with that duty?

A. Yes.

312 452. Q. What is required when any irregularity affecting their operation is detected?

A. The signals must be displayed to give the most restrictive indication until repairs are made.

- 313 453. Q. Must signalmen observe, as far as practicable, whether the indications of the signals correspond with the positions of the levers?
A. Yes.
- 314 454. Q. May signalmen make or permit any unauthorized repairs, alterations or additions to the apparatus?
A. No.
- 314 455. Q. Must any defects in the appliances be promptly reported to the Dispatcher?
A. Yes.
- 315 456. Q. Must a block record be kept at each block station?
A. Yes.

COMMUNICATING CODE

- 316 457. Q. What do the following communicating code signals indicate:
Q. "1."
A. Keep block signal in stop position for opposing train.
Q. "13."
A. I understand.
Q. "2."
A. Block clear.
Q. "5."
A. Block not clear of trains other than passenger.
Q. "56."
A. Block not clear of passenger train.
Q. "8."
A. Opening block station, answer by "2," "5," or "56."
Q. "9."
A. Closing block station, followed by "2." If the block is clear, to be answered by "13," followed by "2." If the block is not clear, to be answered by "5," or "56."
- 316 458. Q. When two or more tracks are used in the same direction, in using the communicating code, must the track be specified?
A. Yes.

- 317 459. Q. On single track, to admit a train to a block, what must the signalman do?
A. Examine the block record and if the block is clear of opposing trains and preceding passenger trains, give "1, for -----," to the next block station in advance.
- 317 460. Q. If it is proper for the train to be admitted, what reply will the signalman in advance make?
A. "2 for -----" or "5 of -----."
- 317 461. Q. What must the signalman at the entrance of the block then do?
A. Display the proper signal indication.
- 317 462. Q. May a train be admitted to a block which is occupied by an opposing train or by a passenger train, except as provided in Rule 333 or by train order?
A. No.
- 317 463. Q. How may a train be permitted to follow a train, other than a passenger train, into a block?
A. Under permissive indication or Clearance Form A.
- 318 464. Q. On two or more tracks, what is required of a signalman to admit a train to a block?
A. Must examine the block record and display proper signal indication.
- 318 465. Q. May a train be admitted to a block which is occupied by a passenger train, except as provided in Rule 333 or by train order?
A. No.
- 318 466. Q. How may a train be permitted to follow a train other than a passenger train, into a block?
A. Under permissive indication or Clearance Form A.
- 319 467. Q. What is required of the signalman when a train enters a block?
A. Must give train number and time to the next block station in advance.
- 319 468. Q. What is required of the signalman when the rear of the train has passed 500 feet beyond the block signal?
A. Must give the record of the train to the next block station to the rear.

- 319 469. Q. Must this information be entered on the block records?
A. Yes.
- 320 470. Q. When may signalmen ask for the block?
A. Not until they have received a report of the train from the next block station to the rear.
- 321 471. Q. Must signalmen, as far as practicable, observe all passing trains and not whether they are complete and in order, and the markers properly displayed?
A. Yes.
- 322 472. Q. What is required of the signalman should a train pass a block station with any indication of conditions endangering the train, or a train on another track?
A. Must immediately notify the signalman at the next block station in advance.
- 322 473. Q. What indication must each display to all trains that may be affected?
A. Stop indications.
- 322 474. Q. When may each signalman permit any train to proceed?
A. Not until it is known that its track is not obstructed.
- 325 475. Q. What is required of a signalman when informed of any obstruction in the block?
A. Must immediately notify the signalman at the other end of the block.
- 325 476. Q. What indications must each display to all trains that may be affected?
A. Stop indications.
- 325 477. Q. When may each signalman permit any train to proceed?
A. Not until it is known that its track is not obstructed.
- 326 478. Q. What is required of the signalman when a train takes a siding or otherwise clears the main track?
A. Must know that it is clear of the block before giving "2" or displaying a clear indication for that block.

- 326 479. Q. What is required of the signalman before permitting a train to re-enter the block?
A. Must obtain control of the block.
- 327 480. Q. To permit a train or engine to enter a block or foul the main track, or to cross from one main track to another, what must the signalman do?
A. He must examine the block record, and if all the blocks affected are clear of approaching trains, he must provide or arrange for block protection before proceed is given.
- 327 481. Q. When may trains be admitted to the block?
A. Not until the movement is completed and the block clear, except as prescribed by Rule 289 or Clearance Form A.
- 327 482. Q. Must all crossover movements be entered on the block record?
A. Yes.
- 328 483. Q. When coupled trains are separated, as prescribed by Rule 364, how must the signalman regard each portion?
A. As an independent train.
- 329 484. Q. What is required of the signalman when necessary to stop a train for which a clear or permissive signal has been displayed and accepted?
A. Must give hand signals in addition to displaying the stop indication.
- 333 485. Q. What is required, when, from any cause, a signalman is unable to communicate with the next block station in advance?
A. Must stop all trains approaching in that direction.
- 333 486. Q. Should no cause for detaining a train be known, may it then be permitted to proceed with Clearance Form A, provided ten minutes have elapsed since the passage of the last preceding train?
A. Yes.
- 334 487. Q. May hand signals be used when the proper indication can be displayed by the block

signals, except as prescribed by Rule 329 or 343?

A. No.

334 488. Q. When hand signals are necessary, from where and how must they be given?

A. From such a place and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or the engine for which they are intended.

335 489. Q. To what trains do block signals for a track apply?

A. Only to trains moving with the current of traffic on that track.

335 490. Q. What is required for blocking trains moving against the current of traffic?

A. Signalman will use Clearance Form A for blocking.

336 491. Q. Who will be held responsible for the care of the block station, lamps and supplies; and, unless otherwise provided, of the signal apparatus?

A. Signalmen.

337 492. Q. How must lights in block stations be placed?

A. So that they cannot be seen from approaching trains.

339 493. Q. If a Stop indication is disregarded to whom must the fact be reported?

A. To the next block station in advance, then to the dispatcher.

340 494. Q. What is required of the signalman to open a block station?

A. Must give "8" to the next block station in each direction and record the trains that are in the extended block.

340 495. Q. What is required of the signalman when trains which were in the extended block when the block station was opened and which had passed his block station before it was opened, clear the block in advance?

A. Must repeat the record to the block station in the rear.

- 341 496. Q. Except upon the authority of the Dispatcher, may a block station be closed?
A. No.
- 342 497. Q. May a block station be closed until the block in each direction is clear of all trains?
A. No, unless otherwise provided.
- 342 498. Q. What is required of the signalman to close a block station?
A. Must give "9" followed by "2" to the next block station in each direction and when he receives "13" followed by "2" enter it on his block record with the time it is received from each block station. The block signals must then be secured in the proceed position, all lights extinguished, and the block wires and, when necessary, circuits arranged to work through the closed block station.
- 343 499. Q. When a block station is open at an irregular hour, what signals must signalmen use in addition to block signals, to give the required indications until all trains have passed which have not been notified by train order that the block station is open?
A. Hand signals.
- 344 500. Q. May signalmen permit unauthorized persons to enter the block station?
A. No.

ENGINE AND TRAIN CREWS

- 361 501. Q. To what trains do block signals for a track apply?
A. Only to trains moving with the current of traffic on that track.
- 361 502. Q. What is required for blocking trains moving against the current of traffic?
A. Clearance Form A.
- 362 503. Q. What is required to permit trains to pass a Stop indication?
A. Clearance Form A.
- 363 504. Q. May trains proceed on hand signals as against block signals?
A. No.

- 364 505. Q. Unless otherwise directed, when two or more trains have been coupled, and so move past any block station, where must they be separated and who notified?
- A. Only at a block station, and the signalman notified.
- 365 506. Q. What is required when a train or engine takes a siding or otherwise clears the main track, unless the switch involved is operated by the signalman?
- A. Conductor or engineman must so report to the signalman.
- 365 507. Q. May a train or engine enter a block or foul the main track, or cross from one main track to another, without permission of the signalman?
- A. No.
- 365 508. Q. May a train or engine which has passed beyond the limits of a block back into that block, without permission of the signalman?
- A. No.
- 370 509. Q. What is required when there is an obstruction between Block Stations?
- A. Notice must be given to the nearest signalman.
- 371 510. Q. What is required when a train is stopped by a Home or Block Signal?
- A. The conductor or engineman must, when practicable, immediately ascertain the cause.
- 372 511. Q. What is required when any unusual detention occurs at Block Stations?
- A. Conductor must report to dispatcher.
- 373 512. Q. May a block station be considered as closed, except as provided for by time-table or special instructions?
- A. No.

AUTOMATIC BLOCK

- 505 513. Q. In automatic block signal territory, what signals govern the use of the blocks?
- A. Block signals, cab signals, or both.
- 505 514. Q. How do they affect the superiority of trains?
- A. Unless otherwise provided they do not supersede the superiority of trains.

- 505 515. Q. Unless otherwise provided do block signals dispense with the use or observance of other signals whenever and wherever they may be required?
- A. No.
- 508 516. Q. Unless otherwise provided to whom do block signals for a track apply?
- A. Only to trains or engines moving with the current of traffic on that track.
- 509 517. Q. When a train is stopped by a Stop indication, what is required?
- A. It must stay until authorized to proceed and then proceed at restricted speed, or in case of failure of means of communication, it may proceed, when preceded by a flagman, to the next signal displaying a proceed indication.
- 510 518. Q. What is required when a train is stopped by a block signal which is evidently out of order, unless otherwise provided?
- A. The fact must be reported to the Dispatcher.
- 511 519. Q. Must both switches of a crossover be open before a train or engine starts to make a crossover movement?
- A. Yes.
- 511 520. Q. What is required before either switch is restored to normal position?
- A. The movement must be completed.
- 512 521. Q. Where switch indicators are used, do the indications displayed relieve enginemen and trainmen from protecting their train as required by the rules?
- A. No.
- 513 522. Q. Before a train or engine enters on or fouls a main track, or crosses from one main track to another, at bolt-locked switches, after operating the bolt-lock, what must the trainmen do?
- A. Wait 2 minutes before operating the switch.
- 513 523. Q. At non-bolt-locked switches, after operating the switch, what must the trainmen do?
- A. Wait 2 minutes at the switch before making engine or train movement.

- 513 524. Q. Does this relieve personnel from the duty of promptly and properly protecting the movement?
A. No.
- 513 525. Q. What is required of a train or engine when
A after having accepted a clear indication it is delayed in the block?
A. Must proceed at restricted speed to the next signal.
- 514 526. Q. What is required when a train or engine enters a block between signals?
A. Must protect as required by the rules and proceed at restricted speed.
- 515 527. Q. What is required of a train having passed beyond the limits of a block?
A. Must not back into that block except under protection as prescribed by Rule 99, or train order.
- 516 528. Q. Should the cab signal and fixed signal indications conflict, which will govern?
A. The most restrictive indication.
- 517 529. Q. Do cab signal indications supersede fixed signal indications?
A. No, except when cab signal changes to a more restrictive or a more favorable indication after passing a fixed signal.
- 518 530. Q. If after passing a fixed signal, the cab signal indication changes from restricted speed to a more favorable indication, when may speed be increased?
A. Not until train has run its length.

INTERLOCKING RULES

- 605 531. Q. What do interlocking signals govern?
A. The use of the routes of an Interlocking.
- 505 532. Q. Do their indications supersede the superiority of trains for movements within Home Signal limits?
A. Yes.
- 605 533. Q. Do their indications dispense with the use or the observance of other signals whenever and wherever they may be required?
A. No.

- 606 534. Q. What is the indication of emergency signals when sounded as follows:
Q. One long?
A. All trains and engines within the interlocking limits stop immediately.
- 606 535. Q. Two short?
A. Resume normal movement after receiving proper signal or permission from the signalman.
- 606 536. Q. Three short?
A. Whistle or horn test.
- 606 537 Q. Four short?
A. Call signal maintainer or repair man.

SIGNALMEN

- 611 538. Q. How must signals be kept except when displayed for an immediate movement?
A. In the position displaying the most restrictive indication.
- 612 539. Q. How and by whom must appliances be repaired?
A. Carefully and only by those charged with that duty.
- 612 540. Q. What is required when any irregularity affecting their operation is detected?
A. The signal must be displayed to give the most restrictive indication until repairs are made.
- 613 541. Q. When the route is set, when must the signals be operated?
A. Sufficiently in advance of approaching trains to avoid delay.
- 615 542. Q. When necessary to change any route for which the signals have been cleared for an approaching train or engine, when may the switches, movable point frogs or derails be changed or signals cleared for a conflicting route?
A. Not until the train or engine for which the signals were first cleared has stopped.

- 616 543. Q. What is required when any portion of a train or engine is standing on or closely approaching the switch, derail or movable point frog?
A. The levers operating them, also detector bar or lock, must not be moved.
- 617 544. Q. What is required when a track, switch or signal is undergoing repairs or when a track is obstructed?
A. Operating levers must be blocked or marked and should not be used.
- 619 545. Q. What is required when the force whose duty it is to keep switches clear when snow or sand is drifting is not on hand when required?
A. The fact must be reported to the Dispatcher.
- 620 546. Q. What is required when a signal fails to work properly?
A. Its operation must be discontinued and until repaired the signal secured so as to display its most restrictive indication.
- 621 547. Q. Must signalmen observe, as far as practicable, whether the indications of the signals correspond with the position of the levers?
A. Yes.
- 622 548. Q. May signalmen make or permit any unauthorized repairs, alterations or additions to the interlocking?
A. No.
- 622 549. Q. Must any defects in the interlocking be promptly reported to the Dispatcher?
A. Yes.
- 623 550. Q. What is required when there is a derailment or if a switch, movable point frog or derail is run through, or if any damage occurs to the track or interlocking?
A. The signals must be restored so as to display their most restrictive indication.
- 623 551. Q. May any movement be permitted until all parts of the interlocking and track liable to consequent damage have been examined and are known to be in a safe condition?
A. No.

- 624 552. Q. What is required when necessary to disconnect a switch, movable point frog, derail, facing point lock, detector bar or electric locking circuit?
- A. All switches, movable point frogs and derails affected must be securely spiked or fastened in the required position.
- 624 553. Q. Must the levers be blocked or marked in such a manner that they cannot be operated before any train or engine is permitted to pass over them?
- A. Yes.
- 625 554. Q. When switches, movable point frogs, derails or signals are undergoing repairs, must Stop indications be displayed for any movement which may be affected by such repairs, until it has been ascertained from the repair man that the switches, movable point frogs and derails are properly lined for such movements?
- A. Yes.
- 626 555. Q. Must signalmen, as far as practicable, observe all passing trains and note whether they are complete and in order?
- A. Yes.
- 626 556. Q. What is required of signalmen should there be any indication of conditions endangering the train, or any other train?
- A. Must take such measures for the protection of trains as may be practicable.
- 628 557. Q. May hand signals be used when the proper indication can be displayed by the interlocking signals?
- A. No.
- 628 558. Q. When may hand signals be used?
- A. When the proper indication cannot be displayed.
- 629 559. Q. What is required when necessary to pass any interlocking Stop signal?
- A. Hand signal must be used and dispatcher notified.

- 630 560. Q. Who will be held responsible for the care of the interlocking station, lamps and supplies?
A. Signalmen.
- 631 561. Q. How must lights in interlocking stations be placed?
A. So that they cannot be seen from approaching trains.
- 633 562. Q. If a train or engine overruns a Stop indication, to whom must the fact be reported?
A. To the Train Dispatcher.
- 634 563. Q. May signalmen permit unauthorized persons to enter the interlocking station?
A. No.
- 635 564. Q. When may an interlocking station be closed?
A. During a stated period upon authority of the dispatcher.
- 635 565. Q. When so closed, must switches and switch levers be secured for routes that do not conflict?
A. Yes.
- 635 566. Q. Must signal levers be placed in position so that signals will display the proper indication?
A. Yes.
- 635 567. Q. Must the interlocking station be securely locked?
A. Yes.
- 636 568. Q. At interlocking stations, where there is a train order or block signal operated by the same signalmen, may such signals be changed to display a proceed indication for a train, until after the interlocking signal has been changed to permit the train to proceed.
A. No.

ENGINE AND TRAIN CREWS

- 661 569. Q. What is required when a signal indication, permitting a train or engine to proceed, after being accepted, is changed to a Stop indication before it is reached?
A. Stop must be made at once and such occurrence must be reported to the dispatcher.

- 663 570. Q. When a train or engine is stopped by an interlocking signal indicating Stop, how may it proceed?
- A. At restricted speed after receiving hand signal and a member of the train or engine crew is sufficiently informed of the situation.
- 667 571. Q. May sand be used or water allowed to run over movable parts of an interlocking or spring switch?
- A. No.
- 669 572. Q. What is required when trains or engines are stopped by the signalman in making a movement through an interlocking?
- A. Must not move in either direction until they have received the proper signal from him.
- 670 573. Q. May a reverse movement be made within the limits of an interlocking, or a forward movement after making a reverse movement, without the proper interlocking signal indication or permission from the signalman?
- A. No.
- 671 574. Q. How must movements through the interlocking be made while an interlocking station is closed and a signal for an open route indicates "Stop"?
- A. Must be preceded by a flagman.
- 671 575. Q. What is required of the engineman and trainmen before proceeding?
- A. Must know the route is properly lined and report the facts to the Dispatcher from the first available point of communication.

